

HOLDING A HUSBAND

Adela Garrison's New Phase of REVELATIONS OF A WIFE

CHAPTER 288

WHAT HAPPENED WHEN THEY BROKE THE NEWS "AT HOME."

Little Mrs. Durkee and Edith Fairfax crossed the lawn to meet us as I guided the car up to our side veranda steps.

"What luck?" my neighbor asked anxiously. "None at all," I returned, realising that I was watching Edith Fairfax intently as I spoke.

"She has learned to control her features and her expression since the days when I first knew her, and there was no indication of her real feeling, whatever it might be, in her perfunctory echo of Mrs. Durkee's sincere dismay.

"Oh, dear! Whatever shall I do?" Her Pluffiness exclaimed. "It was bad enough losing you as next door neighbors—I know I shall perfectly despise that cat who's coming here—well! there'll be one comfort, I'll never speak to her or even so much as look her way if I live here a hundred years, and I'm going to have a high board fence put up between the two places just as soon as I can get a carpenter—I'll show her a thing or two but I never thought you'd be so far that I couldn't run over to see you any time I wanted to, but mercy!"

"That's what I say," Dicky drawled impudently. "Have mercy on us, and tell us one thing at a time. I'm so mixed up now that I don't know whether it's the high board fence you're not going to speak to, or the cat next door whose loss you mourn."

Mc News to Dicky.

"Box his ears for me, Madge," Mrs. Durkee begged eagerly, then added casually, "Did you see Alf or Lella? No, you couldn't have seen Alf, it isn't time for his train quite."

"We saw Lella," Dicky responded, "streaking it toward the railroad station as if the last train to heaven were due, and she had no seat reserved. But we didn't offer to pick her up or to wait for her beloved husband. We know when we're strictly outsiders, we do, and those two don't want any motor ride. They're in that stage where every little blade of grass has a meaning of its own, and they want to saunter down the village street, hand in hand, tra la la!"

"Honeymooners are so sappy," Mrs. Durkee observed with so disgusted a tone and look that Dicky and I shouted with appreciative laughter. But Edith Fairfax's face was unsmiling, and I saw Dicky steal a quick look at her, then abruptly change the subject.

"I wonder if Katie has dinner ready," he said with an air of eagerness. "I'm starved, and I want to get to bed early tonight, for I'm going into the city with Alf in the morning."

"There'll be quite a delegation then," Mrs. Durkee replied, "for Edith and Lella are going in, too."

Lillian Intervenes. Without reason for my belief there came suddenly to me the conviction that this announcement was no news to Dicky, and I had a vision of the four lunching in the city together. For a second or two I "saw red," then my common sense conquered my silly jealousy, and I spoke casually, as if in answer to Dicky's question concerning the dinner. "I'll go and hurry dinner," I said, getting out of the car. Little Mrs. Durkee smiled at us.

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SUN DODGER CREW IN GOOD SHAPE

Old Timers Who Have Seen Past Crews Voice Approval of Present

BERKELEY, Cal., April 21.—Old time sport followers who have seen the University of Washington rowing crews in action for nearly two decades have placed their stamp of approval upon the 1923 Purple and Gold eight which meets the University of California oarsmen on the Oakland Estuary tomorrow.

Coach Russell (Rusty) Callow wound up the preliminary training season in a pessimistic mood and has predicted that the Huskies can win from the Golden Bear only "by the skin of their teeth."

As finally decided upon, after a season of ups and downs in which several of last year's "W" winners were forced to fight hard to retain their seats in the shell, the crew will probably be made up of the following men: Dow Walling, stroke; Harry Dutton, No. 7; Captain Sam Shaw, No. 6; Fred Spuhn, No. 5; Wright Parkins, No. 4; Charles Dunn, No. 3; Max Luft, No. 2; Pat Tidmarsh, bow; Donald Grant, coxswain.

Of the nine men, Shaw, Spuhn, Parkins, Tidmarsh and Grant were in the Washington shell that won second place in the Poughkeepsie national regatta last year. Luft, Dutton and Walling rowed with the yearling eight that defeated the California freshmen by ten lengths over the Lake Washington course in 1922.

Observers who have watched the Washington oarsmen in their daily workouts declare the crew fully as powerful as last year's organization, and that the men have achieved nearly the same smoothness and perfection of stroke. While times for practice spins over the three miles were not given out, it was known that in the last few workouts the shell covered the three miles in near record fashion.

Captain Shaw, regarded as one of the best oarsmen produced at Washington in years is a sculler and is rowing his third year in the varsity shell. He is one of the most powerful men in the boat. Walling, according to crew experts, is a steady and efficient stroke but inclined to be a bit mechanical. Dutton is noted for his long reach and powerful pulling ability.

Spuhn has been hailed by sport followers as the best technical oarsmen in the Husky shell. Parkins has maintained his form of

last year and is said to have improved his pull in some respects. Dunn, despite the physical handicap of being the shortest man in the boat, has displayed power and technical ability. Luft has alternated at stroke with Walling and is considered a valuable all around man. Tidmarsh is rangy with a powerful stroke and is a remarkably smooth oarsman.

According to Callow, Grant is a heady coxswain and able to get the most out of his men in a long, hard sprint.

The position, height, weight and experience of the University of Washington crew is summarized as follows: Samuel Shaw, No. 6, height 6 feet, weight 180 pounds, years of experience 3.

Dow Walling, stroke, height 5 feet 11 inches, weight 175, years of experience 1.

Harry J. Dutton, No. 7, height 6 feet, weight 173 pounds, years of experience 1.

Fred Spuhn, No. 5, height 6 feet, weight 183 pounds, years of experience 2.

Wright Parkins No. 4, height 5 feet 11 1/2 inches, weight 174 pounds, years of experience 2.

Charles Dunn, No. 3, height 5 feet 10 inches, weight 180 pounds, years of experience 2.

Max Luft, No. 2, height 5 feet 11 inches, weight 180 pounds, years of experience 1.

Pat Tidmarsh, bow, height 6 feet 1 inch, weight 165 pounds, years of experience 2.

Donald Grant, coxswain, height 5 feet 8 inches, weight 118 pounds, years of experience 2.

Average weight of oarsmen, 176 1/4 pounds.

Total weight in boat, including coxswain, 1,528 pounds.

It has been found that a large printing plant—one of the big industries of Germany—has been turning out billions of counterfeit marks. They were thought to be an improvement on the government issue, as they were on slightly better paper. But it would seem like lost motion to make a business of counterfeiting the German mark. The label from a California apricot can is worth 1000 German marks, as it is.—Los Angeles Times.

Another artist has taken all records by dancing 24 consecutive hours. Wonder what he would say if his wife should ask him to carry home the neighbor's washing? Over in France the authorities have prohibited kissing. Which makes us feel safe to go over there.—Exchange.

NOTED WHALE FLAG FURLED

History of Adventures on Seven Seas More Interesting Than Fiction

NEW BEDFORD, Mass., April 21.—The firm of J. and W. R. Wing has gone out of business.

The announcement means little to the present generation, but when the whaling industry was at its height the flag of the house of Wing, a letter "W" on a field of white and a red ball on a field of blue, was known on the seven seas.

It was in 1849 that Joseph and William R. Wing, natives of the neighboring town of Dartmouth, opened a whaler's outfitting shop in this city. In 1853 they acquired managing ownership of their first whaling ship, the John Dawson, and for more than 40 years the firm was one of the

dominating factors in the romantic trade.

Many Ships Sailed. In that period 25 ships sailed under the Wing flag. Most of them met a tragic end. The John Dawson, after making a dozen voyages to the whaling grounds, was lost in a storm off Panama. Strangely enough, the first ship built expressly for the Wings, the bark Sunbeam, launched at Mattapoisett in 1856, survived nearly all the others and went whaling for the firm until 1919, when she was sold and later lost.

The bark Kathleen was in service from 1857 to 1902, when she was rammed by a whale and went down off the South American coast. Several other vessels were crushed in the Arctic ice and still others foundered in storms at sea.

Sailed 100 Years. The bark Triton, a veteran of exciting experiences before the Wings bought her, was in the whaling business for 10 years before the Arctic ice finally caught her. In 1846 she was attacked by natives of a South Sea island at which she had touched. The crew rallied to the defense with whaling guns, harpoons and lances but five of their number were killed and seven wounded before

two Nantucket ships came up and rescued them.

During the Civil War there was both perilous and profitable work for the whalers. Confederate cruisers, particularly the Shenandoah and the Alabama, were raiding northern shipping. The Wings were advised to put their ships under the British flag.

"I'll send my ships out under the Stars and Stripes if everyone is lost," declared William Wing. Burned in Arctic. He did, and only one of them was captured. The Shenandoah overtook the ship Brunswick in the Arctic in 1865 and burned her. Oil brought home by the 14 Wing vessels then in the trade gave the firm a profit of \$300,000 in the Civil War period.

Joseph Wing died many years ago. Later William was killed in a railroad wreck. The estate maintained the firm name, but in recent years the only business done was in ready-made clothing, in which the Wings have been pioneers here in connection with their outfitting shop. Now the firm has been dissolved and a department store has taken over its ancient home.

The government has issued a circular defining a "right-of-way" but beyond that nobody seems to be doing anything about it.

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